Official Changes at Fort Wayne.

Special to the Indianapolis Journal. FORT WAYNE, Ind., July 1 .- W. W Worthington, for the past seventeen years superintendent of the Fort Wayne, Cincinnati & Louisville railroad, was to-day succeeded by George W. Saul, of Cincinnati. W. S. Morris, one of the favored few heads of department retained by the new Wabash management, to-day received official notification of his retention as division master mechanic. He at once telegraphed his resignation, and has accepted the position of superintendent of motive power and rolling-stock of the Detroit, Lansing & Northern, the Chicago & West Michigan, the Saginaw Valley & St. Louis railroads. C. R. Higgins, Fort Wayne's new postmaster, to-day resigned his position as chief clerk for Superintendent C. D. Law of the clerk for Superintendent C. D. Law, of the Pennsylvania road, his commission and other papers having arrived.

Personal, Local and General Notes. Yesterday the general offices of the At-lantic & Pacific road were removed from Boston to New York.

The Barney & Smith car-works are building twenty-five fine passenger coaches for the New York Central road.

The Chesapeake & Ohio will, within a few days, put on a sleeping coach to run daily between Cincinnati and Old Point

There is in the reorganized Wabash system 1,949 miles of main line, 1,309 of which lie east of the Missouri river, and 640 miles west of the river.

In the month of June there were transferred over the Belt road 48,717 cars, against 46,044 in the corresponding month of 1888; increase this year, 2,673 cars.

The reduced commodity-tariff of the Chicago, Burlington & Quincy takes effect July 5. It affects only car-load freights from Chicago to St. Paul and intermediate points.

The Atchison, Topeka & Santa Fe management has determined to at once issue a new tariff, which will give to Kansas shippers Missouri river rates to all Kansas Belt road engines, in the month of June, handled at the stock-yards 4,193 car-loads of live stock, against 3,459 in the corre-

sponding month in 1888; increase this year, Freights which were delayed by the floods on the Pennsylvania road are beginning to come through, swelling the volume

of business on the Western and South-western lines largely. Chairman Abbott is endeavoring to heal the breach between the Chicago & Rock Island and the Chicago & Alton, but has

only a faint hope of accomplishing any-The Vanderbilt lines should show handsome earnings for June, as it covers the period when the crippled condition of the Pennsylvania largely increased the traffic of the Vanderbilt lines.

Car Accountant Mulberhill, of the Cincinnati, Hamilton & Dayton road, who was to have gone with the Chesapeake & Ohio, July 1, has changed his mind and will remain with the C., H. & D.

M. H. Cook, who yesterday retired as su-perintendent of telegraph and chief traindispatcher of the Big Four road, vacated a position which he had filled faithfully and to his credit for over twenty years.

The Louisville, New Albany & Chicago will, before the close of the week, put a chair-car on the train for Chicago which leaves here at 7 A. M.; coming south it will be hauled on the fast night express.

The steel rail-mills East are again busy, and have orders, many of them, sufficient to keep them busy through the year. Rails are now firm at \$28 a ton, which could not have truthfully been said at any time in the last preceding eighteen months.

Southern railroad companies are beginning to profit through the prosperity of Southern industries. Bonds of Southern roads which it was difficult to dispose of at any price five years ago are now sought for by English as well as American investors.

It is highly probable that the headquarters of J. Q. Van Winkle, superintendent of the St. Louis division of the Cleveland. Cincinnati, Chicago & St. Louis road, will be removed to this city. This is also the proper place for General Superintendent Blee.

The receivers of the Missouri, Kansas & Texas road have been authorized by the courts to purchase 500 coal cars. This road, for years past, has been placed at a disadvantage, paying mileage on a large per cent. of the cars they used, not being able to purchase any.

It is stated that the passenger earnings of the Ohio, Indiana & Western for June were handsomely in excess of those of the corresponding period of 1888 on the Peoria division, and the eastern division, without the assistance of the C., S. & C. road, is reaching nearly the figures of June, 1888,

M. E. Ingalls, president of the Cleveland. Cincinnati, Chicago & St. Louis road, and his subordinate officials will leave Cincinnati on a special train this morning to inspect the consolidated system. They will reach Indianapolis at 11:45 A. M., and go west over the Indianapolis & St. Louis

The Chicago & Alton, which is so often accused of being a rate-disturber, in many things does more toward the maintenance of rates than do its competitors. For instance, it will not work through scalpers, going even so far as to refuse to allow scalpers to sell a sleeping-car berth over

The passenger department of the Central Traffic Association will meet to-day in Chicago. General Passenger Agent McCormick, of the Cincinnati, Hamilton & Dayton; H. R. Dering, of the Pennsylvania lines, and H. M. Bronson, of the Ohio, Indiana & Western, went up last night to be present at the conference. The management of the Union Pacific

and the Manitoba line are more than pleased over the closer traffic relations of the Northern Pacific and Wisconsin Central, and are already being benefited in the business which the other Northwestern lines are turning over to them, which has heretofore gone over the Northern Pacific.

In the month of June there were received and forwarded at Indianapolis, over the fifteen roads, a total of \$4,041 cars, of which number 65,603 were loaded. In the corresponding month, 1888, there were handled at this point a total of 82,085 cars, of which number 62,341 were loaded. Increase in the number of loaded cars handled this year,

With the completion of the road from Jacksonville, Fla., to Branchville, S. C., via Jesup, Ga., the distance from New York to Jacksonville will be shortened 150 miles, and it is proposed to make the run from New York to Jacksonville, when this link is completed, in twenty-four hours, The quickest time now made is thirty-one

The Pennsylvania people have not as yet been able to ascertain the cause of the wrecking of the fast mail. No. 7, at Cumberland Junction, a few days ago. The track is perfect, and without any repairs the trains have been running over it as fast as this train was moving. In the cars which left the track there is nothing to show what caused the accident.

There were handled at the city freight depots of the Pennsylvania Company, in June, 25,132,648 pounds of freight, representing 2,784 cars. In the corresponding month, 1888, there were handled at these depots 24,263,850 pounds of freight, representing 2,657 cars; increase in tonnage this year, 868,598 pounds; increase in number of car-loads of freight handled, 127 cars.

With the opening of the Chesapeake & Ohio as a seaboard line for passenger business the traffic has largely exceeded the expectations of the most sanguine friends of the property. To secure a berth in a sleeping coach on the F. F. V. train one must apply three or four days ahead. This train is said to already be a paying enterprise, which is unusual on the opening of a

The New York Commercial Bulletin says that the question which now confronts the syndicate which owns the Ohio, Indiana & Western is whether there will have to be another reorganization before the result of the last has been fully seen. All prospects of another alliance with the Cleveland, Sandusky & Cincinnati have vanished. The managements of the two roads are further apart than ever on all traffic-alliance questions.

In the month of June there arrived and departed at the Union Station, as shown by the monthly statement of Secretary Brodbelt, 8,476 trains, handling 26,832 cars. Of the 1,712 trains which arrived eighty-three were late, the chief cause of which was the high waters and floods in some directions. The Pennsylvania, of course, made the I

worst record in this respect, although for the last week a late train on its lines has

been an exception. The shipments of flour, grain and provisions from Chicago to the seaboard by the lines in the Central Traffic Association last week aggregated 15,827 tons, against 15,929 for the preceding week, a decrease of 102 tons, and against 14,068 for the corresponding week last year, an increase of 1,759 tons. The Vanderbilt lines carried 53.7 per cent. of the business; the Pennsylvania lines 20; the Chicago & Grand Trunk 17, and the Baltimore & Ohio, 9.3.

The Wabash road proper is to be divided into two divisions, and the portion of the road lying between Toledo and East St. Louis and Hannibal will be under the superintendency of George Stevens, and the portion of the road lying between Chicago, and Altamont, and Chicago, and Detroit under the superintendency of J. S. Goodrich. Both are young men and well known in Indiana railroad circles, and have but few superiors for the positions assigned to them.

The board of directors of the Cairo, Vincennes & Chicago railway held a meeting in Danville, Ill., last Saturday and elected the following officers: President, M. E. Ingalls; vice-president, Anthony Thomas; treasurer, M. S. Osborne; auditor, M. Hill; general superintendent, Robert Blee; directors, M. E. Ingalls, Anthony J. Thomas, M. A. McDonald, James Fletcher and C. S. Elliott. The new company has taken possession of the property and will operate the line as a part of the Big Four system.

On investigation Receiver Malott finds

On investigation Receiver Malott finds the financial condition of the Chicago & Atlantic road much worse than had been supposed, and one of the objects of his visit East is to see what can be done to raise some money to help the road out of difficulty. It is expected that as soon as the receiver finds the best method of securing the money needed the court will authorize him to issue receiver's certificates for the amount needed. A good deal needs to be done to improve the physical condition of the property, and increase its freight equipment.

There is a good deal of doubt in the minds of financiers and practical railroad men whether the Wabash, as reorganized, can pay its operating expenses and fixed charges. Possibly it may in a year when the crops are good, but when they are bad it is feared it cannot. There is one un-favorable feature in the situation which, it is believed, has not been fully comprehended; that is, the competition which the road will have from the Toledo, St. Louis & Kansas City road, which is now standard gauge and well equipped, and parallels the Wabash from Toledo to St. Louis: There is this in favor of the Wabash, however: its physical condition was never before as good as now, and this remark will apply to all divisions.

The steady growth of W. M. Greene as a railroad man is worthy of note, as he has now reached a position next in importance on the consolidated lines to that of M. E. on the consolidated lines to that of M. E. Ingalls, and he will act as president when Mr. Ingalls is absent. Mr. Greene is an Ohio man, and is but thirty-one years of age. Until his employment on the Big Four his railroad service had all been on the Columbus & Hocking Valley road, he commencing as a freight clerk. A couple of years ago Mr. Ingalls saw he was a man of good executive ability and had lots of good common sense, and he first made him his assistant, and then general manager of the Big Four. Since he took hold the physical condition of the property has been greatly improved, and the business of the road has increased in all directions. He has not only made himself popular with the officials and employes on the road, but with business men who have had business to transact with him. He has economical ideas regarding the operating of the road, ideas regarding the operating of the road, yet never enforces them where the business would suffer thereby.

CULLINGS FROM THE COURTS. Trial of Men for Intimidating a Voter On

His Way to the Polls. In the United States Court, yesterday, Adam Shafer and James Hoover, of Wayne county, were placed on trial charged with intimidating, and attempting to prevent Richard Smith from voting at the last election. The indictment set forth that the two men tried to full Smith from a train at Millville, while he was on his way to Richmond to vote. Congressman By-num, who appeared for the ac-cused, asked that the indictments be quashed because of an alleged technicality, but the motion was overruled by Judge Woods. A large number of witnesses were examined, and the case will be concluded this morning. Robert S. Osborne, of Waynetown, Montgomery county, was arrested yesterday and brought to this city, on a warrant charging him with intimidating a vector.

take place this week.

Complaints for Divorce. William S. Ogle filed suit yesterday for a divorce from Susan Ogle, whom he married in Shelby, Aug. 13, 1867. Their life moved along smoothly enough until March, 1883, when, the husband claims, his wife abandoned him without cause, and has since refused to return. Jefferson H. Montgomery also filed a petition for divorce from Emma D. Montgomery. They were married in this city in 1878, and it is charged that recently she has proved herself unfaithful to her marriage vows. In Judge Howland's court John Hogan and Annie Hogan were refused a decree of di-Annie Hogan were refused a decree of di-

A Young Man Insane. William M. Johnson, twenty-two years of age, was adjudged insane vesterday. Recently he has been living with his father at No. 489 South New Jersey street, and his mental derangement arises from personal injuries received about the head when eleven years old.

The County Grand Jury. The county grand jury was impaneled vesterday, as follows: David DeLong, Pike township; William N. Laird and W. D. Hines, Center; L. C. Pickle, Lawrence; James Hilton, Washington, and Roll H. McBride, Perry.

> The Court Record. SUPERIOR COURT. New Suits Filed.

Frank H. Torrey et al. vs. Thomas E. Welch; on account. Demand, \$500. William S. Ogle vs. Susan Ogle; divorce. Allegation, abandonment. Jefferson H. Montgomery vs. Emma D. Montgomery; divorce, Allegation, infi-

CIRCUIT COURT. Hon, Livingston Howland, Judge. John Hogan vs. Anna Hogan; divorce. Decree denied. John R. Wilson vs. John C. Johnson. New bond filed and approved, and cause

dismissed. Real Estate Transfers. Instruments filed for record in the recorder's

office of Marion county. Indiana, for the fortyeight hours ending at 5 P. M., July 1, 1889, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, 84 East Market street. H. T. Bowers to J. M. Tombleson, part of lot 5 in Julian's addition to Irv-

\$500.00 C. C. Topp to Johanna Topp, part of southwest quarter of section 13, township 15, range 2, containing W. L. Sahse to Allie M. Ullery, lots 45, 46 and 47, in Harris's addition to 450.00 Mount Jackson. L. B. Millikan to Derk De Ruiter, lot

2,800.00 J. N. Millikan to Derk De Ruiter, lot 61, in section 1 of Martindale's Hill 1,200.00 Levi Ritter to P. E. Mutchner, part of lot 7, in Bruce Place.

J. W. Melling to Fred Sipf, lot 11, in Douglass's subdivision of outlot 151 1,350.00 J. C. Ertel to T. W. Sterne, lot 32, in Hubbard's southeast addition.....

60, in section 1 of Martindale's Hill

A. W. Wishard, administrator, to J. F. Fesler, west half of northwest quarter of section 23, township 14, range Lottie T. Hillman to Belle Igleheart, part of let 4, in Smith's heirs' sub-

350.00

division of lots 11 and 12, in square 9,935.00 Beile Igleheart to Lottie T. Hillman, part of lot 26, in Wood's subdivision of outlot 41.... J. H. Hensley to James Perry, west half of southwest quarter of section 1, township 16, range 4.....

Young's subdivision of outlet 181.. 2,250.00

DIED.

Conveyances, 13; consideration .... \$35.121.00

DRUMMOND-At 172 Ash street, on 1st inst., little Wislie and Bailie, twin sons of William and Anna Drummond, aged 2 months and 2 days. Funeral notice later. "The Lord giveth and the Lord taketh away."



RECLAIMED.

We once were factious, fierce, and wild, To peaceful arts unreconciled; Our blankets smeared with grease and stains We wear our linen, lawn and lace, From buffalo meat and settlers' veins. Through summer's dust and heat content, From moon to moon unwashed we went; But Ivory Soap came like a ray Of light across our darkened way.

And now we're civil, kind and good, And keep the laws as people should. As well as folks with paler face. And now I take, where'er we go, This cake of IVORY SOAP to show What civilized my squaw and me And made us clean and fair to see.

A WORD OF WARNING.

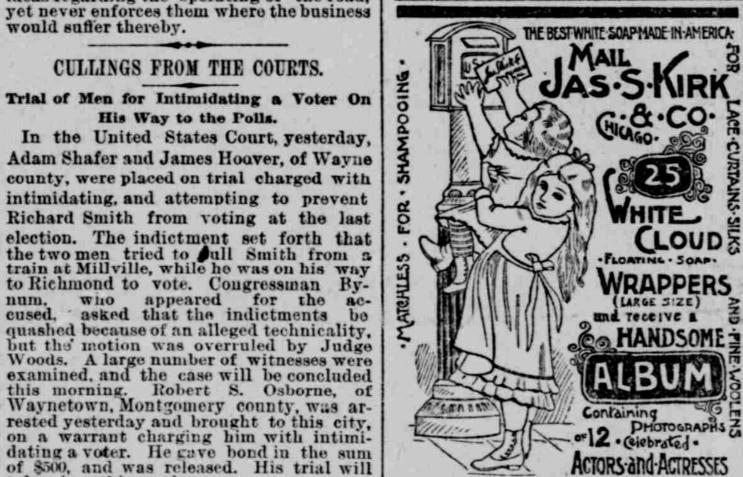
There are many white soaps, each represented to be "just as good as the 'Ivory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

Copyright 1886, by Procter & Gamble.

A Proclamation! Dr. I. Guy Lewis, Fulton, Ark., says:—
"A year ago I had bilious fever; Tutt's
Pills were so highly reccommended
that I used them. Never did medicine
have a happier effect. After a practice of a quarter of a century, I proclaim them the best

**ANTI-BILIOUS** medicine ever used. I always pre-scribe them."

Cure All Bilious Diseases.





IT CONFORMS TO SHAPE OF FOOT. If you want perfection in fit, with freedom from corns and all discomfort you will always wear the Burt & Packard Shoe. It is acknowledged as the most comfortable, the best meaning and most stylish gentlemen's shoe made in the world. Don't spoil your feet by wearing cheap shoes. The Burt & Packard Shoe cests no more than any other fine shoe, though none approach it in value.

All styles in Hand-made, Hand-welt, and Burtwelt; also Boys' and Youths'. If not sold by your dealer send his name and your address to Packard & Field, (successors to Burt & Packard)

L. SIERSDORFER, Indianapolis, Ind. WANTED-MALE HELP. WANTED-AT ONCE-Freight car builders, at OHIO FALLS CAR CO., Jeffersonville, Ind. WANTED-A good man to solicit. Salary \$75 a month to man that can give good reference, security and deposit cash for samples. 25 & 26 Baldwin

WANTED-A reliable party to serve meals for about 5,000 people daily, at "Spring Fountain Park," Eagle Lake, during the Encompanent of the order of "Knights of Pythias," beginning Aug. 5 to 12, inclusive. Address BEYER BROS., Warsaw, Ind. WANTED-MISCELLANEOUS.

WANTED-Twenty-five good teams for work on the E. & R. railroad. Wages \$3.25 and \$3.50 per day. Apply to MASELLI & BALL, Richmond, Ind. WANTED-\$25 Weekly representatives, male or female, in every community. Goods staple; house-sold necessity; sell at sight; no peddling; salary paid promptly, and expenses advanced. Full particulars and valuable sample case free. We mean just what we say; address at once, Standard Silverware Co., Boston, Mass

STRAYED OR STOLEN. STRAYED OR STOLEN-On South Illinois street, between Maryland and Georgia, a dapple bay pony. Answers to the name of "Gib," and had on a bridle and saddle. Please return to No. 655 North Delaware street and be rewarded.

FINANCIAL. OANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street DINANCIAL-MONEY ON MORTGAGE, FARMS and city property. C. E. COFFIN & CO. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. SIX PER CENT, ON CITY PROPERTY IN IN-M ONEY TO LOAN ON FARMS AT THE LOW-due We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis,

BUSINESS OPPORTUNITIES. FOR the best opening in the State for a general store.

Address P. O. Box No. 71, Bainbridge, Ind. \$2000 CASH takes my business. A big chance once. REX, this office.

FOR SALE-REAL ESTATE.

WOODRUFF PLACE LOTS-Last week of the sale at the low present price, on long time. VA-JEN'S Real Estate Exchange, 79 East Market st. FOR SALE-REAL ESTATE—A beautiful cottage, folding doors, grate, cellar, well, cistern; very complete house, in Hall Place; only \$2,150. A two-story frame, eight rooms, folding doors, grate, beautiful decoration, very choice east front local tion north; owner must sell and go West; price \$3,200. A two-story frame, ten rooms, two grates, front and back stairs, in good order and good location, on Michigan street, down-town; price \$3,000. WM. GOR-DON, 11 & 12 Baldwin Block.

THE place for an afternoon drive or Fourth of July picnic, is the Crow's Nest, one and a half mile this side of Broad Ripple, on west bank of White river, among the hills and springs.

ANNOUNCEMENTS.

NOTICE TO CONTRACTORS.

THE NATIONAL HOME FOR DISABLED VOLUNTEER SOLDIERS, MARION BRANCH,
MARION, Indiana, June 27, 1889. Sealed proposals will be received until 12 o'clock, noon) Central Standard Time). Wednesday, July 17, 1889, for the erection and completion of Eight (more or less) Brick Barrack Buildings, each approximately 50x200 feet, two stories high, in strict accordance with the plans and specifications therefor, which may be seen at the Hotel Spencer, Marion, Indiana, and also at the office of Peters & Burns, Architects, Dayton, Ohio.

The Home reserves the right to reject any or all bids, or to divide the contract between two or more bidders.

Bids must be made upon blank forms (which will

Bids must be made upon blank forms (which will be furnished upon application at the architect's office in Dayton, and at the Hotel Spencer in Marion), to be accompanied by certified check for \$2,000, payable to the order of Colonel J. B. Thomas, inclosed in sealed envelopes, indorsed "Proposals for Barracks," and addressed to him at Hotel Spencer, Marion. Indiana. L. A. HARRIS, Acting-President Board of Managers, N. H. D. V. S.

DRINK

The Purest and Best Drink in the World.
Appetizing, Delicious, Sparkling. A Package (liquid) 25c. makes five gallons. EVERY BOTTLE GUARANTEED. No Trouble. Easily Made.

No boiling or straining. Directions simple, and if made accordingly there can be no mistake. Ask your Druggist or Grocer for it, and take no other. See that you get HIRES'S. Try it and you Will Not be Without it. THE ONLY GENUINE Made by C. E. HIRES, Philadelphia, Penna.

ANCHOR LINE Atlantic Express Service.

LIVERPOOL VIA QUEENSTOWN. Steamship "CITY OF ROME," from New York WEDNESDAY, June 26, July 24, Aug. 21, Sept. 18, Saloon Passage, \$60 to \$100, Second-class, \$35. GLASGOW SERVICE. Steamers every Saturday from New York to GLASGOW AND LONDONDERRY.
Cabin Passage to Glasgow, Londonderry or Liverpool,
\$50 and \$60. Second-class, \$30.

Steerage passage, either Service. \$20.
Saloon Excursion Tickets at Reduced Rates.
Travelers' Circular Letters of Credit and Drafts
for any Amount issued at lowest current rates.
For Books of Tours, Tickets or other information
Apply to HENDERSON BROTHERS, New York,
or ALEX. METZGER, 5 Odd Fellows' Hall or
FRENZEL BROTHERS, Merchants' National Bank,
Indiagraphy Indianapolis.

RAILWAY TIME-TABLES. DENNSYLVANIA LINES-THE DIRECT AND POPULAR PASSENGER ROUTES. Trains leave and arrive at Indianapolis as follows: PANHANDLE ROUTE-EAST. Leave for Pittsburg & N. Y. 4:30 am, 3:00 pm, 5:10 pm

"Richmond & Columbus 9:00 am, 4:00 pm

Ar. from N. Y. & Pittsbg. 11:40 am, 6:50 pm, 10:20 pm

"Columbus, Richmond, etc., 9:40 am, 3:50 pm Sleepers to Pittsburg and New York without change. CHICAGO DIVISION.

Leave for Chicago and Northwest 11:35 am, 11:20 pm
Arrive from Chicago and Northwest 3:25 am, 3:15 pm J., M. & L. R. R. -SOUTH.

Leave for Louisville & the South 4:00 am, 8:45 am, 3:25 p m, 6:25 Ar. from Louisv'le & the So'th. 10:00 am, 11:25 am, 5:45 pm, 10:55 pm I. & V. R. R. -SOUTHWEST

Cairo Express, Arrive..... .... 4:50 pm

East and West. Trains at Indianapolis Station.

Lve, going East .: 4:00 am 3:00 pm

Arrive, from East 11:45 am, \*10:50 Lve, going West. .\*7:45 am 12:05 noon, 5:50 pm., Arrive, from West .... \*3:40 am 10:15 am, 2:40 pm,

\*Daily, City Ticket-Office, 42 Jackson Place. VANDALIA LINE—SHORTEST ROUTE TO ST. LOUIS AND THE WEST. Trains arrive and leave Indianapolis as follows: Leave for St. L., 7:30 am. 11:55 am, 11:00 pm, 7:00 pm Greencastle and Terre Hauta Accom ... Ar. from St. L., 3:45 am, 4:15 am, 2:40 pm. . . . 5:00 pm Terre Haute and Greencastle Accom. . . . . 10:00 am Steeping, Parlor and Reclining-chair Cars are run on through trains. For rates and information apply to ticket agents of the company or H. R. DERING, Assistant General Passenger Agent.

CIMAL LAINTEON CHAYTONAL BLUE RIVER PARK.

GRAND

Trains at 9 a. m., 10:35 a. m., 2:50 p. m. and 6:25 p. m. Return at frequent hours during day and evening. Regular Trains leave Indianapolis at 3:55 a. m. [d'ly], 10:35 a. m. [d'ly], 2:50 p. m., 6:25 p. m. Trains arrive at Indianapolis; 8:30 a. m., i1:40 a. m. [d'ly], 4:45 p. m., 10:55 p. m. [d'ly]
Ticket office, corner Illinois street and Kentucky
svenue.
W. H. FISHER, General Agent.



The ONLY LINE running a MORNING TRAIN to Chicago, returning the same day. Leave Indianapolis 7:00 a. m., daily: returning, leave Chicago at 11:40 p. m., daily, arriving Indianapolis 7:59 a. m. Other trains leave as follows: 11:55 a. m. [except Sunday], arrive at Chicago at 11:15 p. m. [daily] arrive at Chicago at 7:10 a. m. 6:00 p. m. [daily], Monon Accommodation. Pullman Sleeping and Chair Cars on all through

Lake Michigan and Lake Superior Transportation Co. LAKE SUPERIOR STEAMERS. THE CREAT LAKE ROUTE. Time Table—Leaving Chicage.

For Mackinaw: Tuesdays and Fridays 8.30 P. M. Wednesdays 8.30 A. M. Saturdays 8.90 P. M.

For Sault Ste. Marie, Marquette, Duluth and intermediate points: Tuesdays and Fridays 8.30 P. M.

For Ludington, Manistee, Charlevoix and Petoskey, etc. Wednesdays 1.00 P. M. Saturdays 11.00 P. M.

Office and Bocks, Rush and B. Water Sts., Chicago.

Ticket office, 26 S. Illinois street, Indianapolis.

BUSINESS DIRECTORY. ATKINS E. C. & CO., manufacturers and CUT, BAND and all other Beiting, Emery Wheels and CATIC BELTING

YV DEMERY WHEELS. W. B. Barry Saw & Supply Co.,
182 & 184 S. Penn. St. All kinds of Saws repaired. THE SINKER-DAVIS CO.,

Saw-Mill Machinery, Engines and Boilers, Pipe-Fittings and Natural-gas Supplies, 111 to 149 South Pennsylvania Street. HOLLIDAY & WYON, Wholesale Manufacturers of Coupe, Surrey, Buggy and Express

HARNESS No. 77 South Meridian street, Indianapolis. Price List sent the trade on application. SAFE-DEPOSIT VAULT

Absolute safety against Fire and Burglar. Finest and only vault of the kind in the State. Policeman day and night on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silverplate, Jewels, and Valuable Trunks and Packages, etc.

D. M. RANSDELL, Manager. SPRING CHICKENS, EXTRA BUTTER, FRESH EGGS, Poultry Dressed every day

THE CLEAN POULTRY CO. Corner Cedar and Hosbrook streets. Goods delivered. Telephone 865.

Wholesale and Retail.

LEO LANDO, **6**16 Manufacturing Optician, Jobber and Retailer in

Spectacles, Opera and Field Glasses, Microscopes, Barometers, Thermometers, etc. Oculists' Prescriptions a specialty. 62 East Market Street, opp. Postoffice.



ADAMANT WALL PLASTER. The new, cheapest and best Wall Plaster known to the trade. Manufactory at 196 West Maryland street. INDIANA ADAMANT PLASTER CO.

H. C. SMITHER,

Manufacturer and Dealer in Roofing Felt, Roofing
Pitch, Coal Tar, 2 and 3-ply Ready Roofing, Metal
and other Roof Paints, Slaters' Felts, Sheathing Felts,
Asbestos Fire-proof Felt, Straw Board, 169 W. Md. st. THE BEAUTIFUL

CLEVELAND YARD FENCE Over 20,000 feet put up in Indianapolis during 1888. Cheap, everlasting and ornamental. OFFICE AND FACTORY,

22 BIDDLE ST. Three squares south Mass, ave. Depot.

REMINGTON



STANDARD

It has been for fifteen years the STAND-ARD, and embraces the latest and highest achievements of inventive skill. Wyckoff, Seamans & Benedict,

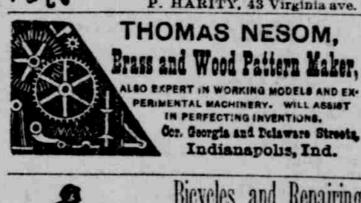
51 North Pennsylvania St., Indianapolis. BINDERS, REAPERS AND MOWERS. st., Indianapolis, Ind. J. B. HEYWOOD, Manager.

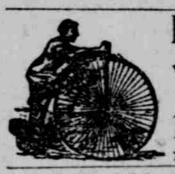
C. HIRSCHMAN & CO. Manufacturers of Mattresses, Dealers and Renovators of Feathers. Our Renovator beats the world, 69 North New Jersey street. COMSTOCK & COONSE WOOD, CHAIN and WOODEN FORCE PUMPS. Dealers in Iron Pipe, Driven-well Points and all Driven-well Supplies. 197 and 199 S. Meridian St.

INDIANAPOLIS PARROTT & TAGGART STOVE CO -WHOLESALE-Manufactures of Stoves and Hollow-Ware, Nos. 85 and 87 South Meridian Street.

B A K E R S. Crackers, Bread and

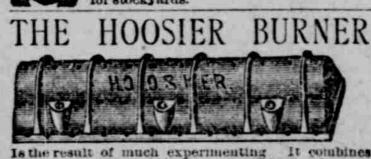
Umbrella and Parasol Manufacturer. Repairing neatly and promptly done. Covering of all kinds to order. P. HARITY, 43 Virginia ave. THOMAS NESOM,





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